GEOGRAPHIC SCHOOL BULLETINS

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Photograph by Maynard Owen Williams

BIG BANANA RATIONS FOR THE A.B.C.D. POWERS

The Netherlands Indies add the "D" for "Dutch" to the "A.B.C.D." war against Japan. One of the 70 million Dutch subjects in the Pacific sector is this boy of Ceram in the Moluccas. The giant banana, or *pisang*, typifies the bountiful resources of the Netherlands Indies, tempting to Japan and helpful to allies. The vital supplies include petroleum and gasoline, for fueling navies and fleets of airplanes (Bulletin No. 4).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

How Big an Opponent Is Japan?

SINCE the Japanese attack on Pearl Harbor, the United States has found itself at war with the island empire that dominates the Asiatic margin of the Pacific. Sweeping in three long festoons from the tropics to icy northern waters, Japan screens Asia's eastern coast for about 3,000 miles. The Empire proper numbers 1,900 islands of fair size and a greater number of islets.

The central one of the three "festoons" comprises the largest islands, rugged with mountains and volcanoes: Honshu, the largest; Hokkaido, farther north; and Sakhalin (Karafuto), of which Japan owns the southern half, while Soviet Russia owns the remainder. These islands enclose the Sea of Japan, on which Russia has her chief eastern outlet at Vladivostok.

Tropical Taiwan the "Cuba of Japan"

The northern festoon consists of the volcanic, mist-clad Chishima (or Kurile) Islands, which block the Pacific entrance to the sub-Arctic Sea of Okhotsk.

South of Japan's main island group, across the mouth of the East China Sea, lie the coral-fringed, monsoon-swept Ryukyu Islands, with their forested hills and fields of sugar cane. This southern crescent of Japan's three-arc festoon swings southward toward Taiwan (Formosa), "the Cuba of Japan," a tropical area that ranks second only to Karafuto in size, and second to none in value, among Japan's island possessions.

To the southeast of the Philippines, the largest and westernmost stake of the United States in the Orient, lie three widely scattered groups of islands taken from Germany and mandated to Japan at the end of the World War: the Marianas, Marshall, and Caroline groups.

Japan's Population Nearly 100,000,000

The strategically placed members of the Japanese Empire add up to an island realm, excluding mainland dominions, of some 175,000 square miles, nearly twice the area of Great Britain. Chosen (Korea), the only mainland possession of Japan, adds more than 85,000 square miles to the territory and 23,000,000 people to the population.

The Japanese Emperor rules nearly 100,000,000 people, three-fourths as many as the United States contains. The single central main island of Honshu has five cities with more than a million people each—Kyoto, Nagoya, Osaka, Kobe, and Tokyo, the capital. The latter, the world's third largest city, has a population exceeding six million.

Japan's mountainous terrain discourages the cultivation of more than 15 per cent of the land. Yet farming is the occupation of almost half the people. Irrigated fields of rice, the chief crop, make small Japan one of the leading rice-producing countries in the world. The second most extensive acreage is given over to mulberry trees, to feed silkworms.

Since the United States Navy and Commodore Perry, in 1854, opened the medieval nation of shoguns and samurai to foreign trade, modern industry has developed. More than half the workmen are employed in shops with not more than five workers. Silk is the raw material for industry which Japan produces in greatest abundance, leading the world in silk output. Recently the empire started a paper industry producing newsprint and other products from the timber of wooded mountainsides. Copper is the leading mineral resource. But Japan is

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Photograph by G. H. Metcalf

ALTHOUGH A STRONGHOLD OF THE BRITISH, SINGAPORE IS NEVERTHELESS A CITY OF CHINESE

About 80 per cent of the crowded island city's inhabitants are Chinese, who have their own shops, temples, and theaters. Suspense, absorption, delight, and plain indifference register on the faces of the audience watching an outdoor stage, where Chinese actors perform their traditional Chinese plays without scenery. Scant clothing, parasol, and a pith helmet are reminders of the tropical climate of Singapore, the world center of commerce in that bouncing treasure of the tropics, rubber. Fortified Singapore, with its command of much of the shipping of the world's trade lanes, has been developed within the past century into one of the most strategic spots of southern Asia, especially vital in the present struggle of the "A.B.C.D." powers against Japan (Bulletin No. 4).

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What To Expect in an Air Raid

MATHEMATICALLY speaking, the chances are against disaster to schools during air raids.

School is in session less than one-fifth of the time during an average week, and the chances are less than 1 out of 5 that air raids may occur during school hours.

Actually, these odds are reduced by the greater probability of night raids than of daylight raids.

Less Dangerous Than Automobile Traffic

Air raids, no matter when they come, have proved elsewhere not as dangerous as automobile traffic. Great Britain has reported that highway accidents have killed twice as many civilians as enemy action since the war began.

Rules for safety during air raids have been worked out, similar to the safety rules for avoiding traffic accidents. They boil down to such simple warnings as these, which apply equally to air raid or traffic emergencies:

1. Keep away from spots known to be dangerous.
2. Be alert.
3. Follow the guidance of those responsible for directing you.

Like highway accidents, air raids injure many more people than they kill. Traffic accidents during 1940 in the United States caused 34,500 deaths, but 1,200,000 injuries.

Since there is a greater chance of injuries, simple measures which may help avoid them are important to keep in mind. The things to guard against are broken glass, falling plaster, bomb splinters, falling fragments of anti-aircraft shells, and fire.

Fewer People Endangered by Bombs Than by Fragments

A high-explosive bomb may be fatal only within a limited radius. Fifty to a hundred feet from the point of explosion, except in the case of huge land mines, the average substantial house or school usually gives effective shelter. But one-inch splinters from the fragmentation of that bomb may fly for a half-mile from the point of explosion, with twice the speed of a rifle bullet. The odds are, therefore, in favor of greater danger to schools from flying fragments, and from glass broken by those fragments or by blast, than from a direct hit.

To guard against these smaller objects that a bomb sends flying through the air, authorities advise seeking shelter in interior halls away from windows.

About 90 per cent of the air raid injuries reported in Britain were suffered by people who were on the streets or elsewhere in the open. Merely remaining indoors, then, reduces the numerical chances of being injured from 9 to 1.

An analysis of the outdoor injuries received in Britain emphasizes the value of taking cover. About half of all wounds were inflicted on people who were standing in the street, a quarter on people lying in the street, a sixth on people partially shielding themselves in doorways or behind trees.

The number of high-explosive bombs a raiding plane can carry is limited by their great weight. The bombs used against England weighed on the average about 550 pounds. But incendiary bombs weigh much less, from 2 to 100 pounds, and a plane can carry many more of them. The odds are, therefore, in favor of greater danger from incendiary bombs and the fires they start than from high-

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also Asia's principal coal producer, furnishing chiefly low-grade coal.

Cotton and wool for textile plants; iron, coke, and alloys for steel mills; tin for the extensive canning industry—these are some of the materials which Japanese industry has had to draw from colonies and foreign countries.

The nation's rushing mountain streams supply abundant power, placing Japan, a decade ago, among the world's four greatest waterpower-producing countries. For household lighting, both in cities and on farms, Japan is practically 100 per cent electrified, in this respect far surpassing the United States.

Japan became a large landholder on the continent of Asia by the annexation, in 1910, of Chosen, still called Korea in the West. Mountainous Chosen supports some 23,000,000 people. In spite of the ruggedness of their land, with limited areas for cultivation, 85 per cent of the Koreans live by farming. Exports include gold, coal, and iron; cotton, silk, and soy beans; rice, fish, and fertilizers—more than 90 per cent of them going to Japan.

Resources-rich Manchukuo, controlled by Japan since its occupation in 1931, is nearly twice as big as the whole "official" Japanese Empire. With an area of about half a million square miles and a population of more than 37,000,000 people, it is a source of manpower and materials for Japan. Besides large quantities of livestock and vast supplies of soy beans and grain, it yields timber, coal, iron, oil, gold, zinc, lead, magnesium, and aluminum. Japan has greatly expanded Manchukuo's metal works, especially for the iron and steel essential for war.

Note: Japan is shown on the National Geographic Society's new Map of the World, which has just been issued as a supplement to the December, 1941, *National Geographic Magazine*, on the Map of Asia, and also, in its relation to Hawaii and the other islands of the Pacific, on the Map of the Pacific Ocean. A price list of these maps may be obtained from the Society's headquarters in Washington, D. C. For further information about Japan, see articles in the *National Geographic Magazine* for January, 1938, and April, 1936.

See also the following GEOGRAPHIC SCHOOL BULLETINS: "Bulk of Japanese Trade Is with United States and Great Britain," November 11, 1940; "Measuring Japan's Dominions," October 28, 1940; "Half-and-Half Sakhalin Serves Russia and Japan," February 12, 1940; "Trade with Japan, Less Than Century Old, Amounts to Millions," November 27, 1939; "Japan's Relative Scarcity of Home-Grown War Materials," October 11, 1937.

Bulletin No. 1, January 5, 1942.

Photograph by Kiyoshi Sakamoto

HOW JAPANESE "TEACH THE YOUNG IDEA HOW TO SHOOT"

The traditional festivals in Japan corresponding to the "toy season" of Christmas in the United States are a doll festival for girls, on March 3, and on May 5 a boys' festival dedicated to cultivating a martial spirit, the Festival of Armor and Flags. Placed on display in each home is a collection of toy flags, miniature armor, and military dolls representing heroes—as elaborate development of the toy soldier. A familiar figure in such collections is that of Empress Jingu, who was so warlike that she dressed like a man and led her fleet in a successful expedition against Korea (now Chosen). In addition to these traditional military toys, the children of modern Japan have more up-to-date playthings such as guns and soldiers' caps along with their toy swords. From the age of 17 the Japanese boy is subject to conscription for two years of military service, after which he is enrolled for 18 years more in the army or the reserve.

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Raw Material Oddities from Latin America for U. S. Use

AS WAR threatens Uncle Sam's communications lines to various distant sources of raw materials, economists and business men have been seeking other places where those materials can be found within the Western Hemisphere.

The search has brought to the United States a number of odd-sounding products from Latin America which, unrecognized by the general public, are already playing a role in the everyday lives of North Americans.

Abaca Also from Sources Beyond Japanese Influence

Foremost among them, alphabetically and also in strategic importance, is abaca, a fibrous banana-like plant from which the most satisfactory rope is made. Commercially called Manila hemp, although it is not derived from the true hemp plant, it is valuable for essential operations of the Army and Navy, such as mooring balloons and ships, lowering lifeboats, and hoisting cargo.

Abaca is a native of the Philippine Islands, and it figures prominently on lists of United States imports from there. Until the rapid increase in recent years of the importance of the Philippine sugar crop, abaca accounted for more than half the value of the islands' exports to the United States. A smaller quantity was ordinarily sold to Great Britain, while the third-ranking customer was Japan. The most highly developed abaca plantations are in the southeast section of the island of Mindanao, in the province of Davao, where Japanese, within the past thirty years, have come to dominate the island's economy.

If the production of this strong flexible fiber should be curtailed in the Philippines, or its transportation across the embattled waters of the Pacific made difficult, abaca can be obtained within the hemisphere. Plants are already under cultivation in Panama, which could furnish at least part of the vital supplies for rope.

Silky "Cotton" That Grows on Trees

Kapok is another significant plant now chiefly obtained from the Orient, and especially from the Netherlands Indies. It is grown for its down, or "silk-cotton," a fibrous, water-shedding substance found in the kapok seed pod.

Kapok is valuable for stuffing mattresses and pillows and upholstered furniture, and as an insulating material. But its greatest importance is for stuffing life preservers. For this purpose no other material is quite so satisfactory, the best substitute being reindeer hair. Considerable quantities of kapok now grow wild in the Dominican Republic, Brazil, Ecuador, and Peru.

South American quebracho, a hard logwood, already is an important factor in U. S. markets. The name means "ax-breaker," a tribute to its hardness. It is not the wood, however, but the extract or "juice" which can be boiled out of it, that makes quebracho essential. The tannic acid in the extract makes it superior to any synthetic substitute for tanning leather. In 1940 Uncle Sam's imports totaled between thirty-two and thirty-five thousand metric tons (the major proportion of the world's supply). It is not only valuable in the leather industry for tanning processes, and in wood engraving, but also may serve as a medicine. Quebracho reaches the United States exclusively from Argentina and Paraguay.

The average housewife who turns on her radio or waxes her floor may not know it, but she is making use of one of Brazil's native plants, the carnauba palm.

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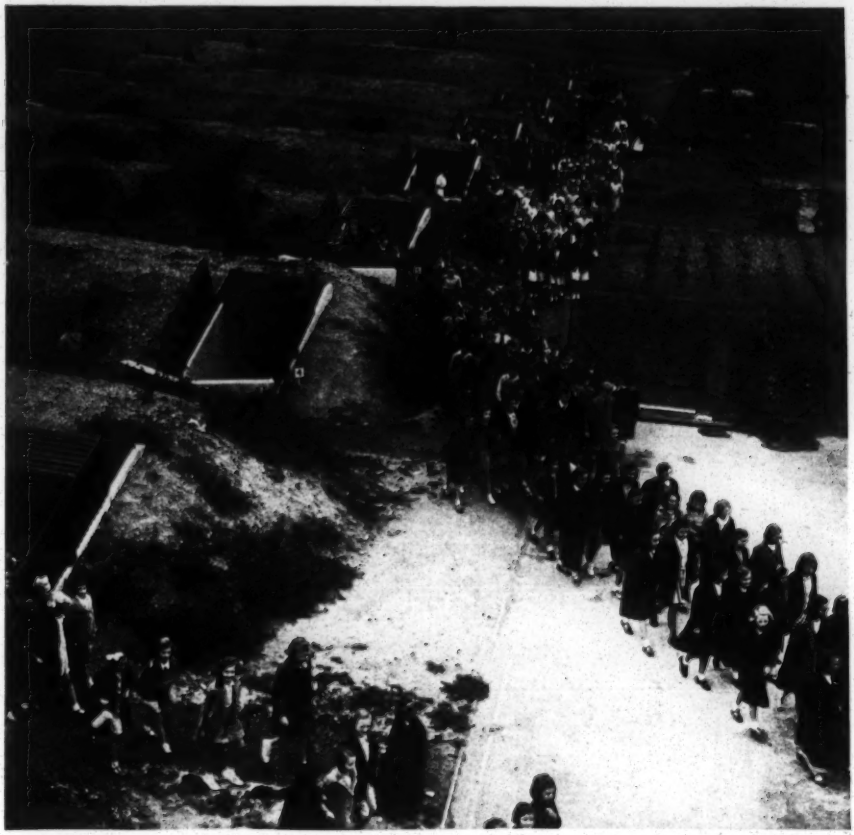
explosive bombs. The basic precaution recommended by authorities against this danger is to augment normal fire protection, with special provisions for dealing with the incendiaries as soon as they fall.

An air raid may last 15 minutes; it may last for hours. Within an hour or even minutes of the "All Clear" signal, another air raid warning may sound. As long as enemy planes remain in the vicinity, although not near, authorities may consider it advisable to delay the "All Clear" signal. Traveling 300 miles an hour, an enemy bomber can quickly change from a "not-near" to an immediate menace.

Because of the possibility of long-drawn-out periods under air raid conditions, authorities recommend that normal activities be followed as closely as possible in air raid refuges.

This material was prepared in collaboration with the Office of Civilian Defense.

Bulletin No. 2, January 5, 1942.



Photograph from British Combine

FOR THESE BRITISH CHILDREN, STUDY AND SHELTER ARE THREE MINUTES APART

In the school yard at Southgate, ranks of concrete shelters have been built so near classrooms that pupils can reach them at a brisk walk within three minutes after an air raid alarm. Each shelter has an alternate exit corresponding to the steel-shuttered, concrete-lined entrance shown standing open; the alternate exit, however, was built facing in the opposite direction (upper left). Because of food's extra value during the war, parts of the school yard are laid out in small gardens (right).

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A.B.C.D. Countries: Powers of the Pacific

MILITARY staff conferences in Singapore, conferences between Churchill and Roosevelt in the White House—on both sides of the no-longer-pacific Pacific are evidences of the cooperation of the "A.B.C.D. Powers," the American, British, Chinese, and Dutch countries associated in the war against Japan.

These powers hold territories in southeast Asia and the adjacent Pacific or Indian Ocean island chains which form a stout bulwark to challenge Japan. If they could marshal all the resources of their lands and all their manpower, they would have a combined strength of 532,495,000 people, a large fraction of the world's population, and a land area twice as large as the United States.

British Influence from Asia to Antarctica

Geographically, the American stake on Asia's side of the Pacific consists of the Philippines and Guam. The islands have an aggregate area of 114,625 square miles, contributing a potential Asiatic base of operations as big as Arizona. Their populations, exceeding sixteen million, give them an abundance of manpower.

British interests in the western Pacific are dominant from the southern coast of China to Antarctica, controlling strategic island spots which, with Australia and New Zealand, add up to 3,500,000 square miles and 26,000,000 people.

The "D" in the Pacific-Power alphabet stands for the Dutch or Netherlands Indies, where a productive tropical area of 735,268 square miles supports nearly 70,000,000 people. The "C" stands for China's overpowering contribution of almost 3,000,000 square miles, and more than 400,000,000 people—still Chinese, although overrun in part by Japanese invaders.

Bring European Atmosphere to Asia's Commerce

A visitor strolling along Manila's mansion-lined, tree-shaded Dewey Boulevard, down Singapore's Connaught Drive, or between the narrow canals and crowded Dutch-type dwellings of Old Batavia, might think he was in San Francisco, or London, or Amsterdam. In the stone and steel shopping districts of those cities (or others like them in the East) he would get an inkling of Western influence in the Orient—a hint which would grow to revelation if, at the harbor quays, he could count the ships bound for North and South America and Europe.

Control of the ocean lanes is peculiarly vital to the defenses and the commerce of the American, British, Chinese, and Netherlands lands in southeastern Asia and the western Pacific. Goods bound for China over the all-important Burma Road come to the British Burma port of Rangoon exclusively by ship. Reinforcements for the Philippines and for Britain's Oriental islands also must travel by water.

Although a railroad links Bangkok in Thailand with the British Malay States by way of the low and narrow Isthmus of Kra, Malaya pours out its fabulous stores of rubber and tin to the world by sea through Singapore and George Town. In return, munitions and supplies for the country are received in those ports. From Singapore, freighters usually carry four-fifths of the world's rubber and more than half its tin, some of both transshipped from the Netherlands Indies, but most of it produced in the Malay Peninsula.

Except for Australia, which is so big it is ranked as a continent, the rest of the British territories off southeast Asia are all islands or parts of islands.

The Netherlands and the United States control no territory on the mainland

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To the Brazilian, this palm is known as the "tree of life," because it has so many personal uses—from woven hat to hammock, from thatch roofing to food or drink. But outside Brazil, the carnauba is chiefly known for its wax. Prepared from the leaves of the carnauba palm, wax is shipped to the U. S. to find a place in floor waxes, shoe polishes, phonograph records, and the covering for coils in radios.

Less easily pronounced is the Brazilian oiticica, an oil-producing plant that is the No. 1 competitor of the tung tree. Like tung oil, shipments of which have been cut off from China by the war with Japan, oiticica serves a number of important industrial purposes in paints, varnishes, raincoats, oilcloth, bath curtains, and similar water-proofed goods, and in insulating compounds. The U. S. takes more than 90 per cent of the oiticica oil of Brazil, where production has risen sharply.

Annatto is still another musically named Latin American product which has been increasingly noticeable in recent months on United States import lists. This commodity is a yellowish-red vegetable dye which may color our butter, cheese, or fish-frying oil, and also plays a part in the dyeing of cotton and silk fabrics. Into the United States, during the first half of 1941, came nearly a million pounds of annatto, more than half from Ecuador and the Dominican Republic.

Note: The Latin American countries may be located on the National Geographic Society's Map of South America, published as a supplement to the December, 1937, issue of the *National Geographic Magazine,* and the Map of the World, supplement to the December, 1941, issue of the *Magazine.*

For further information on countries of South America, see the following articles in the *Magazine:* "From Sea to Clouds in Ecuador," December, 1941; "Hail Colombia!" October, 1940; "Caracas, Cradle of the Liberator," April, 1940.

See also the following GEOGRAPHIC SCHOOL BULLETINS: "Venezuela and U. S. Gasoline," November 10, 1941; "Misiones Territory Is Argentina's Inland Florida," November 4, 1941; "The 'All-American' Problem of Tin," October 28, 1940; "Bolivia: Mineral-Rich Source of New World Tin," May 15, 1939; "U. S. Talks Trade with Customer-Competitor, Argentina," November 13, 1939.

Bulletin No. 3, January 5, 1942.

Photograph from Harriet Chalmers Adams

PARAGUAY'S PILES OF WOOD MAKE SHOES THAT ARE NOT WOODEN

Quebracho colorado, or red quebracho wood, is 25 per cent tannin, the material used in tanning leathers to make them both durable and pliable. To the wood itself, in fact, the tannin gives the quality of remaining free from decay for a very great number of years. Although quebracho as a commercial source of tannin has been known less than a century, it is already one of the most important. Apparently requiring the slow drainage of flat lands, the quebracho does not thrive in hilly regions but flourishes on the broad level plains of Paraguay and adjoining provinces of Argentina. Oxen drag logs from the timber camps to the Paraguay River banks, where they are lashed to lighter wood and floated down the river.

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U.S.-to-Leopoldville Air Line Reaches Heart of African Plane Network

BY AIR to Africa has been transformed from a mythical journey to a matter-of-fact ocean flight within the past year. Africa's westward bulge into the Atlantic supplies an admirable landing platform for air lines from the Americas, and transportation routes have been established to several points in this area.

The close of 1941 saw the fulfillment of plans for a Pan American transatlantic plane route from Miami, Florida, to western Africa, with its African terminus at the city of Leopoldville, capital of the Belgian Congo.

A Center for Air-Minded Africa

As western Africa is relatively near a corresponding eastward bulge in the Atlantic coastline of South America, the strategic value of American control over this transportation tie between the two hemispheres is apparent.

The Belgian Congo, with which this American communications bond has just been established, has allied itself with the Free Belgian forces, in opposition to the Axis control exercised over other European colonies to the north.

The capital city of Leopoldville already is a center of African air services. Before the present war, the Belgian Congo had developed airplane lines that now cover the country and link every important town to the capital. There are connections to the east over the route of the first regular air service in Africa, 800 miles from Leopoldville to Stanleyville. Thence planes fly southward about 1,100 miles to Broken Hill, in Northern Rhodesia. There connection is made with the extensive British Cape-to-Cairo system, covering the whole of eastern Africa.

Diamonds Fly through the Air

Planes are used even to transport gold from the Congo goldfields and diamonds from the Congo mines. The Congo yields more diamonds, chiefly for industrial uses, than any other country in the world, although they are marketed under an agreement with British diamond interests. The Belgian colony has exported precious stones aggregating more than 4,500,000 carats in a year.

Other exports from this rich colony, such as copper, tin, cotton, palm oil, rubber, ivory, and coffee, go by river, road, and rail to the seaports of Matadi, Banana, or Boma.

The war has brought the Belgian Congo's export trade to an all-time peak. The United States in 1940 took more than $25,000,000 worth of Congo products. Foremost among them were palm oil, tin, diamonds, and coffee.

Leopoldville, locally called "Leo," is some 350 miles up the great Congo River, which flows into the South Atlantic. This 3,000-mile river forms a part of the Belgian Congo's boundary with French Equatorial Africa on the northwest.

The Congo River drains practically the whole of the colony, and with its many tributaries affords several thousand miles of navigable waterways. A series of falls, cascades, and rapids between Leopoldville and the Atlantic coast drops the river a total of 800 feet, however, and makes it impossible to reach the capital by steamer from the sea. But north of the city, the river's main stream is navigable for more than a thousand miles.

Of the capital's 30,000 residents, only 2,000 are Europeans. The palm-lined streets, paved and electrically lighted, are bordered by buildings of brick and cement. About 1,000 motor cars are licensed.

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of Asia. Among the widespread Netherlands Indies and Melanesian groups are some of the world's largest islands—Sumatra, Borneo, New Guinea.

Japan has been attracted in its moves toward the Equator by the tempting treasure of oil, rubber, tin, tungsten, bauxite (aluminum ore), quinine, kapok, hemp, and spices of the Netherlands Indies, Malaya, and the Philippines.

The great British naval base at Singapore is the key to Malaya and the Netherlands Indies, and—by extension—to Australia, New Zealand, and all the western Pacific archipelagoes, including the Philippines.

China's coastal regions bordering the South China Sea on the north are dominated by Japanese control of the island of Hainan.

Note: The A.B.C.D. Powers can be located on the National Geographic Society's Map of the Indian Ocean, which was issued as a supplement to the March, 1941, *National Geographic Magazine*. A price list of maps may be obtained from the Society's headquarters in Washington, D. C.

See the following articles in the *National Geographic Magazine* for further information on the A.B.C.D. Powers: "Life Grows Grim in Singapore," November, 1941; "Airplanes Come to the Isles of Spice," May, 1941; "Burma Road, Back Door to China," November, 1940; "Return to Manila," October, 1940; "Capital Cities of Australia," December, 1935.

See also the following GEOGRAPHIC SCHOOL BULLETINS: "Rangoon, 'End of War' Seaport, Begins the Burma Road," December 8, 1941; "Mines Added to Natural Dangers of Australia's Great Barrier Reef," November 10, 1941; "Indian Ocean, Where Sea Lanes See Front-Line Warfare," March 31, 1941; "Jungle Malaya: A Patch of the Orient Geared to U. S. Industry," March 10, 1941; "Asiatic Holdings of Great Britain in Shadow of 'New Order'," March 3, 1941.

Bulletin No. 4, January 5, 1942.

Photograph by G. L. G. Samson from Pix

ONE TIE THAT BINDS THE A.B.C.D. COUNTRIES IS A THIN THREAD OF ROAD

The Burma Road carries American supplies from the United States through British Burma into China, and Dutch supplies from the Netherlands Indies along the same route. The difficulties of building and maintaining this life-blood traffic artery are increased by such high mountains and valley gashes as those along the Salween River (background), where the steep valley is more than a mile deep. Here the road is a narrow ledge chipped out of mountainside (right of center). When a landslide comes crashing down from the slopes above, covering the road and blocking traffic, road crews labor with poles and dynamite to clear the debris away.

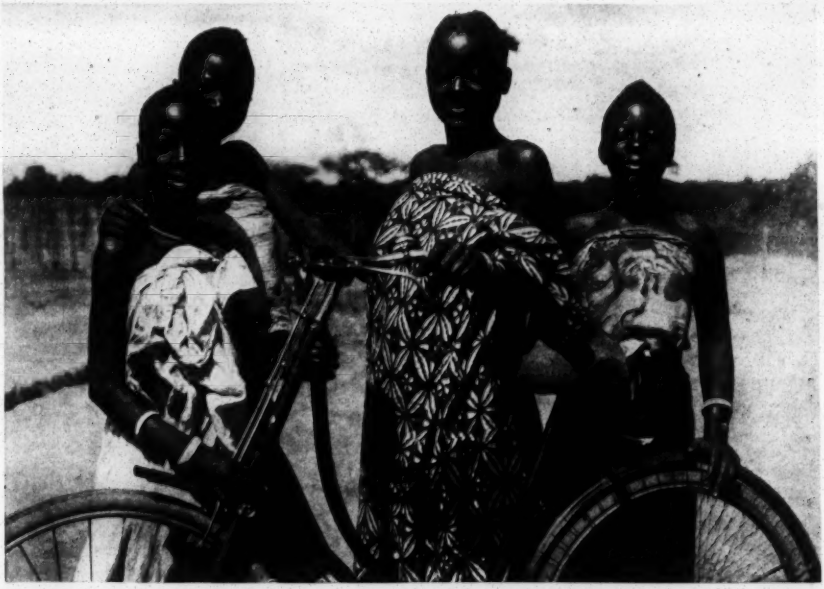
Homes are equipped with electric refrigerators and fans, but most of the cooking is done in outbuildings on iron-topped stoves made of brick and mortar.

Note: Further information on Leopoldville and the Belgian Congo may be found in "We Keep House on an Active Volcano," in the *National Geographic Magazine* for October, 1939; "Trans-Africa Safari," September, 1938; "Keeping House on the Congo," November, 1937.

The Belgian Congo may be found on the National Geographic Society's Map of Africa which may be obtained from the Society's headquarters in Washington, D. C.

See also the following GEOGRAPHIC SCHOOL BULLETINS: "Albert National Park, Paradise for the Naturalist," November 21, 1938; "Belgium Keeps an Eye on the Belgian Congo," April 26, 1937.

Bulletin No. 5, January 5, 1942.



Photograph from Interchurch World Movement

FROM PYGMIES TO BUXOM BELLES, LEOPOLDVILLE HAS SAMPLES OF ALL BELGIAN CONGO TRIBES

The European features of the Belgian Congo's capital, such as airplanes, electric lights, "talkies," and bicycles, attract the natives to settle there in large numbers from all parts of the colony. A newcomer can nearly always find members of his tribe living along the sandy "avenues" of the native quarter. These mission school students are just coming in touch with the world beyond their country; they wear cotton wrap-around dresses printed in Manchester and exported from England, play with a European bicycle.

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